

The Intelligencer

A. W. ALLEN, Editors and
O. R. SELLERS, Publishers
Subscription \$1.00 PER YEAR
IN ADVANCE
Entered at the Lexington Post Office as
second class mail matter.

Democratic Ticket

For President,
WILLIAM J. BRYAN.

For Vice-President,
JOHN W. KERN.

State Ticket

For Governor,
William S. Cowherd.

Lieutenant Governor,
Wm. R. Painter.

Secretary of State,
Cornelius Roach.

State Auditor,
John P. Gordon.

State Treasurer,
James Cowgill.

Attorney-General,
Elliott W. Major.

Railroad Commissioner,
John A. Knott.

Supreme Judge,
W. W. Graves.

Member of Congress 7th District,
Courtney W. Hamlin.

State Senator, 17th District,
James P. Chinn.

County Ticket

Representative,
Wm. Young.

Judge Eastern District,
Wm. Walker.

Judge Western District,
E. M. Thomas.

Prosecuting Attorney,
C. A. Keith.

Sheriff,
Winfield S. Peacock.

Treasurer,
E. C. Drummond.

Assessor,
G. C. Marquis.

Coroner,
F. W. Mann.

Public Administrator,
W. D. Meng.

Surveyor,
John Walker.

Constable, Lexington Township,
Abe Rush.

The Kansas City Star is making money, anyhow.

By the way, how many republican nominees can you name?

My how much one forgets in three months.

Evidently David Ball's liver is still out of order.

There is just one more day of real vacation for the school children.

Higginsville, though a dry town, seems to be having plenty of celebrations.

This cool weather reminds us that the time for making the morning fire is near at hand.

Get your throat in good yelling condition so that you can do your part in the coming rallies.

It looks like the Democrats are going to hold a ratification next November.

At last accounts Bryan's smile was growing while Mr. Taft's was becoming like a sickly grin.

Morocco or some other little African country changed Sultans the other day.

And the United States is going to make a pretty big shift in rulers in a few months.

There has been fewer suicides in Kansas City this week or at least fewer mentioned in the papers.

Mr. Taft will have to lose some of his avoirdupois if he expects to have any luck running on November 4.

Wonder if Mr. Ball will allow

his friend, Mr. Cowherd, to use all those messages he told us he had written.

If Bryan's candidacy ever was a joke, it is turning out pretty seriously as far as the Republican pie-eaters are concerned.

Mr. Hadley is a right well-meaning gentleman and he would make a fine governor for a Republican state.

Forget the primary. Go to Higginsville next Tuesday and imbibe some sound and sane and vigorous Democratic enthusiasm.

Hazeltine's vote is the Banquo's ghost of the Lexington Democracy. But watch the way Hamlin runs in November.

In these days of political talk it is interesting occasionally to go to church and learn that there is some good in the world.

With the children going to school and the miners going to work, Lexington is again coming into its own.

The Lexington public schools ought to make the following year a record breaker, unless sickness like that of last year hinders.

The decline of Governor Haskell has begun with his bum campaign poetry. Haskell is one Democrat who does not deserve very much.

All political poetry sent to this office during the coming campaign must be written with type-writer or an extraordinarily good hand to receive recognition.

The Democratic state ticket is strong from top to bottom and deserves to win out all down the line. There is not a weak member on it.

Geo. W. Fitzgerald was arrested in Chicago for stealing \$173,000 from the government. All that is necessary now is to prove that he stole it.

Judging from his public utterances since he got into Who's Who, John Worth Kern is not so much of a lemon after all. And things are looking Democratic in Indiana.

A certain prominent man had better do his worst in freakish things for self-advertisement before March 4. After that his name will not be such a feature in the metropolitan press.

Post cards bearing the inscription "made in Germany," advertising the beauties of American scenery are all over the country. Some people think the inscription superfluous.

Speaking of politics, is it not funny that some people will get out and work and spend money and lose time from their business so that some guy they don't know can land a snap?

Republican papers are still busy explaining to the rank and file of their party that Mr. Taft will continue the trust-busting stunts of the President and to the monopolists that he won't.

The foot ball fiend has one advantage over the base ball fan. The foot ball season lasts two months and a half while the base ball season lasts six months. The observer of the pigskin has more time for business.

Although a native son of Missouri, William S. Cowherd has received a broadening training during his eight years in Congress, and as Governor of Missouri will prove as fine a statesman as ever occupied the executive mansion.

Mr. Taft has reiterated that if elected he will immediately after his inauguration call a session of Congress for the purpose

of revising the tariff. If Mr. Taft is elected Congress will remain Republican and our old friend, Hon. Joe Cannon, will be Speaker of the House. It will be easy then to tell which way the tariff would be revised. But the probabilities of the rotund gentleman's election are daily dwindling.

Last summer, it will be remembered, some Democrats feared the nomination of Bryan because it seemed that he was utterly overlooking the tariff issue and was merely indulging in a blind hammering of the trusts, and they feared that he would not make a strong campaign. But Bryan has delighted these doubters by showing himself possessed of the correct ideas in regard to the tariff and putting the tariff issue in its proper place of importance. For sanity the Nebraska has his opponent lashed to the mast.

THE PEOPLE DO RULE.

The question as to whether the people have ruled has come to be a matter of veracity. Of course they have ruled. It has been indirectly it is true; but nevertheless the will of the country at large has always been done and never better than during the recently passed years by those two grand apostles of popular government—Theodore Roosevelt and Joseph Cannon.

Mr. Roosevelt's caution and discretion have always been noteworthy, and nothing that he has done has failed to meet universal approval. He knows what the people want better than they do and he gives them plenty of it. But Joseph Cannon is certainly the ideal public servant. He is always anxious to cut down expenses of the government and to do everything in the interest of the common people. This man's self sacrificing devotion to public duty and to the welfare of the masses has been beautiful. Certainly no one can view Roosevelt and Cannon without being thoroughly impressed with the fact that the people do rule.

SCHOOL.

As the public schools are again to open next Tuesday, once more it is in order to admonish the parents to keep their children at school, and to encourage in them diligence and studiousness. A child may be bright and energetic and willing to work, but through some temporary discouragement have his entire future blighted. This is caused frequently by the lack of sympathy on the part of the parent.

Civilization and progress demand that each generation be superior to the preceding one, and every father should want his son to have at least a little better education than he himself had. The opportunities for an education of today are much greater than those of ten years ago. It is now possible for a boy or a girl to get eleven or twelve years at school with absolutely no cost save that of books.

Our free schools are a magnificent institution and they bring an education within the reach of everyone. Many children quit school of their own will at an early age and are content subsequently to become day laborers or commonplace wives of commonplace men. This is natural, as society needs many of just such persons. But it is the duty of everyone to realize the best that is within himself, and the duty of every parent to encourage the child to do so.

Bryan's Good Name.

The feeling that Bryan will surely be defeated is confined entirely to those dailies that are controlled by the "interests." Talk to people, and it will be found that there is a general belief in his election. Go among the laboring men, query the small merchant, ask the clerk,

and hear what they have to say. Even if their answer takes the rather unintelligent form of "times can't be worse, and a change may help," the spirit of disgust with Things As They Are is still there. Anyway, it is always out of discontent, whether intelligent or not, that changes come.

And the practical politicians are commencing to concede Bryan "even break." Things are happening in the debatable states that lead to the belief that the Republicans themselves are not any too confident. Hating Hughes as they do, would they urge the renomination upon him if they did not need him to strengthen their ticket?

And even with Hughes on the ticket, there is a chance for Bryan to carry New York, for the racing interests will fight the governor with all their strength. In the cities they will likely give huge majorities to the Democratic ticket.

In Ohio, Judson Harmon and Tom Johnson, representing the two wings of the Democratic party, are working harmoniously while Cox and Foraker are off the Republican reservation. In Wisconsin, LaFollette has made independent voters out of Republicans, while Johnson is likely to swing Republican Minnesota into line.

All these things must be taken into consideration when predicting Bryan's defeat.—Kansas City Independent.

The 2 Cent Fare.

In retrospect the 2 cent passenger rate law may appear as a hasty and inconsiderate legislative attempt at regulation, but so far as the larger roads of the state are concerned it seems to have justified itself.

The report of the Chicago and Alton railroad, it is true, shows that while 366,000 more passengers were carried in the year ending June 30, 1908, than in the year proceeding, the passenger receipts were \$208,000 less. This in itself indicates nothing as to the justice or injustice of the law. It does not carry the necessary comparison to operating expenses or show the relationship to fair and adequate profits. It proves merely that the road has carried more passengers and has less money. The fact of interest is that railroad men are willing to continue under the law, although they say that it is "economically wrong," and protest that they should be allowed to adjust rates to traffic.

This is an old contention against rate regulation, both passenger and freight, and if it be economic soundness, then it and public policy must part company. Railroad men no longer argue seriously for this right. The one test of the 2 cent law, as of all other regulating statutes, is whether it permits a fair and just earning for the road. It may be permitted that the legislature which gave the state a 2 cent fare took much for granted, but so far as the larger roads are involved it has not been proved that the legislative jump in the dark has had disastrous consequences.

The original idea that the reduced rate in itself would prove a stimulus to passenger traffic sufficient to compensate for the reduction in rate and sufficient to justify the elimination of special reduced rates as an incentive to travel has not been made good to the full extent expected. The railroads which at first proceeded upon the theory that the latter result could be expected have recognized their mistake, and another year under the law probably will find the number of passengers increased largely and the passenger receipts swelled accordingly.

The fate of the law is, with the smaller and weaker roads rather than with the larger, wealthier, and more powerful. The latter are working under it with no great disadvantage, whether they like it or not.—Chicago Tribune.

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